



Legend

- Ped Crossing
- Underpass
- Overpass
- Hospital
- Contra Flow Bike Lane
- Designated Bike Route
- Multi-Use Path
- On-Street Bike Lane
- Paved Shoulder
- Sidewalk Connection
- Climbing Lane
- Soft Surface Multi Use Path
- Soft Surface Pedestrian Path
- Park
- Federal Land
- University of Colorado
- School
- Bike Shop
- B-cycle Station
- eGo Car Share

GO BIKE BOULDER
GETTING AROUND
Online bike routing information and lots more! gobikeboulder.net

BOULDER B-cycle
SHARED BIKES
When and where you need them! boulderbicycle.com

go CarShare
SHARED CARS
It's a pay-as-you-drive system that makes sense and saves cents! carshare.org

Walking? Count the squares to see how long it will take you! Each grid square is a mile in length, approximately the distance of a 20 minute walk.

GO Walk

Walk this way: obey pedestrian signals. Only cross when the “start crossing” symbol is on; you have the right to continue even if the signal begins to flash. It’s illegal to enter a crosswalk when a steady “don’t walk” or flashing red hand symbol is on.

Be aware of moving traffic. Make eye contact with other users and wave thanks when you’ve entered to cross the road.

Don’t get crosswise when there’s a crosswalk within 50 feet. If you’re that close to an intersection with a traffic signal, you must cross at the crosswalk. If you’re not that close, yield to vehicles and cross using the most direct route possible.

Where the sidewalk ends, or where there are no sidewalks, walk facing traffic.

Make life easier for yourself. Use this map to find underpasses and overpasses (unless, of course, you enjoy the smell of exhaust).

Everyone’s not looking at you. Honest. Even if you’re really cute. At intersections, make sure motorists have seen you before you step off the curb. Don’t assume they’ll stop.

See you next fall? Look for unusual obstacles that may trip you. Uneven sidewalks and debris can be hard to spot. If you find these imperfections, report them to the city’s maintenance hotline at [303.413.7177](tel:303.413.7177), press #3 to report a sidewalk hazard, #4 to report a bikeway issue.



GO Bike

8 mph is great in crosswalks: the speed limit in roadway crossings is 8 mph for cyclists. Approach, enter and ride through at this speed.

Push the button to cross. At crossings with flashing yellow signs, cyclists and pedestrians must cross only when the lights are flashing. This warns motorists to yield the right of way.

No bikes on commercial sidewalks. Bicycling is only permitted on sidewalks in residential and park zones. It is illegal to ride on the Pearl Street Mall and on sidewalks in commercial areas, unless the sidewalk is a designated multi-use path.



LOVE YOUR BIKE? LOCK IT UP!

- Securely lock both wheels and frame to a designated bike rack or pole.
- U-locks are best, followed by heavy-duty cable/key locks.
- Keep the lock as high off the ground as possible.
- Lock your bike where a thief is more apt to be noticed.
- Secure detachable items such as pumps and seats to your bike or take them with you.

Register your bike through the University of Colorado for \$10 (you don’t need to be a student). 303.735.2705; or, through the City of Boulder Police Department for free, 303.441.3300.

Courtesy: City of Chicago

THE way OF THE path

Whether on foot or wheels, we all play a part to make the path an enjoyable place for everyone. Be the Way of the Path by knowing the rules, accepting responsibility and being part of The Boulder Way to GO.

Keep right. Pass left.

Tell ‘em you’re passing.

Use your voice or a bell when passing.

15 mph speed limit.

The speed limit on paths is 15 mph unless a slower speed limit is posted.

Use a light at night.

At night, use a headlight mounted on your handlebars, and side and rear reflectors.

Leash your dog. Scoop the poop.

Dogs must be on a leash at all times. Do not block the path with an extended leash.

eBikes allowed.

Keep all motorized vehicles off paths. Exceptions are eBikes and motorized wheelchairs.

Safe Streets Boulder

Safe Streets Boulder is part of the city’s Toward Vision Zero goal to eliminate fatal and reduce serious-injury collisions. Identified by the community as part of the 2014 Transportation Master Plan update, achieving Toward Vision Zero means developing solutions that combine engineering, education, enforcement and evaluation to create safer travel for everyone.

Crosswalks are the most common location for motor vehicle collisions involving a bicyclist (58 percent) or pedestrian (68 percent). This includes marked and unmarked crosswalks at intersections, driveways and signed or flashing mid-block crossings. For more information including the most common type of collisions and who is involved most frequently, go to SafeStreetsBoulder.com.

SERIOUS INJURIES & FATALITIES FLAT AT 2%

Percentage of collisions that resulted in a serious injury or fatality has been relatively flat at 12 percent for the past six-year span

8% of traffic collisions involve a pedestrian or bicyclist, but these collisions account for nearly 60% of bicyclist and pedestrian serious injuries, or fatalities!

DISPROPORTIONATE # OF BICYCLIST AND PED

HEADS UP BOULDER

MIND THE CROSSWALK

\$125 FINE + 4 POINTS

DRIVERS

STOP & WAIT

Stop when another car has yielded at a crosswalk

\$50 FINE

CYCLISTS

8 IS GREAT

8 mph speed limit or less in crosswalks

\$50 FINE

PEDESTRIANS

ACTIVATE

Activate the lights at flashing crosswalks

Bikeways

Traffic signals. Big brother. But in a good way. The traffic signals can detect cyclists. To make sure they do, stop with your wheels on the centerline of the double loop or on the white lines of the bicycle marking in the appropriate lane.

Bike routes. They’re the best way to go by bike. They’re generally residential streets with lower motor vehicle traffic and appear in blue on the map. They’re identified on the road by green bike signs.

Sharrows (shared lane arrow). Some bike routes are enhanced with a shared lane arrow or sharrow. This pavement marking is placed approximately three feet into the travel lane from the parking lane, adjacent right turn lane or curb and shows bicyclists where to ride and motorists where to expect bicyclists.

Multi-use paths. Yeah, you still have to share – just not with cars. Boulder’s multi-use paths are physically separated from streets for non-motorized travel, but shared by in-line skaters, runners, walkers, skateboards and scooters. They’re shown in green on the map.

Bicycle lanes. Yours and yours alone. Typically located along arterial streets and shown in red on the map, these portions of the road are reserved for the exclusive use of bike travel.

Steep downhill grades These are signed to allow bicyclists full use of the roadway.

A CLOSE CALL?

Help the city to gather info on your incidents with other roadway users. Call [303.441.4272](tel:303.441.4272) and explain where, what, when and why you think the incident happened.

A COLLISION?

All bicyclist and pedestrian crashes must be reported to the Boulder Police Department. If there is an injury, call 9-1-1. Otherwise, call [303.441.3333](tel:303.441.3333).

A MAINTENANCE ISSUE?

Call [303.413.7177](tel:303.413.7177), press **#3** to report a sidewalk hazard, **#4** to report a bikeway problem.

Boulder’s ahead of the curve.

Way ahead. Boulder residents bike or walk more often than people in most American cities. In fact, Boulder’s bicycle commuting share of 10.5 percent is 18 times the national average (0.6 percent) and walk to work trips are three times the national average – 9.8 percent locally versus 2.8 percent nationally.

GO Boulder and the City of Boulder created this bicycle/pedestrian map to help you travel safely around town and encourage active living.



FOR MORE INFORMATION:

You can find information on biking and walking resources, bicycling and walking organizations, ongoing community programs, rules and safety, and a vast array of helpful tips by visiting GOBoulder.net

For regional bikeway maps go to BoulderCounty.org and 36CommutingSolutions.org



2016 BICYCLE & PEDESTRIAN MAP